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BUENOS AYRES.

REVIEW OF THE MESSAGE.

A transition now takes place in the Message, from the general affairs of the Republic, to the private or domestic concerns of the Province of Buenos Ayres. Here the relation is brief and condensed; but fraught with matter of paramount importance. The first section comprises what in English parliamentary phrase, we would term the home department, but here designated

GOVERNMENT.

Under this head, the situation, progress and prospects of the Province are depicted in modest terms. Various internal improvements accomplished, are complacently alluded to; and others, requiring immediate attention, are brought under the notice of the legislature and the public. 1849 will long be remembered in Buenos Ayres, as a year of unprecedented commercial activity, of peace, abundance and general prosperity. The external aspect of the city has been greatly improved; and as regards cleanliness, regularity and order, little remains to be desired. Ordinary crime has greatly decreased; thanks to the diminution of the holidays, the suppression of carnival, the prohibition of gambling and the salutary measures of repression, enforced against deserters, vagrants, and parties of doubtful respectability; not omitting the meed of praise due to the subaltern authorities, for the admitted zeal and efficiency wherewith they discharge their duties. We are not aware that a sing'e capital punishment has taken p'ace within the Province, during the past year; nor has mention been made of political offences of any description. The services of all are handsomely acknowledged, and a prospect of "something to their future advantage" graciously indicated. In the great changes that have latterly taken place in the relative value of money, and in the rate of personal and family expenses, the public *employées* have been great sufferers; and we congratulate that numerous and meritorious class, on the prospect of a measure, sanctioned alike by common justice and sound policy.

"There has been," says the Message, "a considerable influx of immigration." Much stronger terms might have been used. "The immigration has been immense: as the crowded state of the Capital, the exorbitant advance in rents, and the rapid extension of the city and suburbs amply testify. Had Buenos Ayres been bordering on the limits of her resources, the consequences of such an immigration would long ere this have been felt, on the dearth or scarcity of provisions, want of employment, low wages, and the consequent suffering and privations of those dependent on manual labour or personal industry. We need scarcely tell the employers of labour in Buenos Ayres, that we are still far, and very *far* from this undesirable state of things. And even supposing a reaction possible or probable, there need be no apprehension of the heart-rending scenes of destitution and squalid misery, that accompany such reactions, in the dense and over-populated countries of Europe. There are here resources, untouched and inexhaustible, more than sufficient to occupy and maintain our present labour market, though increased tenfold.

Still it is an ordeal, that only a young, healthy and vigorous State could have sustained, without at least a temporary inconvenience; and proves to demonstration, that, after all her civil wars, her foreign interventions and blockades, the pith and stamina of Buenos Ayres are unscathed and unimpaired. And, supposing the Paraguay question amicably settled, and the trade with that Province again thrown open to general enterprise, on the simple and more than equitable principle, so often and distinctly avowed by the Argentine Government, few men, in the least acquainted with the subject, would dare to assign limits to the actual and prospective capabilities of the Confederation.

WAR.

We congratulate Messrs. Coblen, Hugo, Burritt, and other champions of the Peace Association, on the "beautifully diminutive dimensions" of this department. A few successful skirmishes on the frontiers, with the predatory Indians, and a merited eulogium on the discipline, subordination, fidelity and enthusiasm of the regular and military forces, are the prominent features of the past year. An abundant harvest of laurels has been reaped; and for many years to come, we trust their highest honour may consist, in having acted as the guardians of public peace and order.

FINANCE.

The crowning glory of the actual Administration, and the brightest germ of hope for the Province and the Republic, is the situation of the Public Revenue. In the course of one year, with important foreign questions still pending, an improvement of full twenty five per cent has taken place in the circulating medium, Treasury Bills in demand at a premium; Public funds at par; all the ordinary and extraordinary expenses of the year covered, and a balance in hand of more than THIRTY MILLIONS. These are facts of rare occurrence; and pregnant with the most consolatory and animating inferences.

Such a state of things could not have existed without skilful statesmanship, honour and honesty; and the friends of General Rosas may triumphantly appeal to this part of the Message, as the best vindication of his zeal, ability and integrity, and the best refutation of the vague but insidious charges preferred against him, by personal enemies and political rivals.

In the ordinary branches of revenue, the receipts realized exceed the Estimate, by upwards of FOURTEEN MILLIONS of dollars! A handsome item, and on the right side of the account.

The announced suspension of the war subsidies, and the repayment of those of former years are facts that require no comment.

After retiring the Treasury Bills, and liquidating the recognised debt, the Estimate for the current year shows a surplus of 346,110 dollars, 6½ reals; and this with a rather long figure still attached to the War department, in the estimated expenditure.

It is deeply to be regretted, that in the complication and direct opposition of commercial interests, such changes and general improvements could not take place, without individual sufferers and victims. Many calculations have been fatally deranged, by the sudden and rapid improvement in the circulating medium; aggravated by an *excessive* importation, and perhaps too by a certain spirit of reckless speculation, engendered and fostered by our late abnormal circumstances. It seems implied that certain measures are in contemplation with respect to this vital department, though nothing has transpired either as to the object or the means. We may at least be allowed to hope, that the importance of providing against the recurrence of such untoward evils, will not be overlooked. It is well that capital and property should circulate freely; but sudden and extreme changes, arising from causes beyond individual controul, are greatly to be deprecated. The reward should be to persevering industry rather than daring adventure.

To the capitalist and speculator we need hardly recommend a careful perusal and study of the original; but we beg leave to remind the general reader, and the public at large, that they may find in it much to gratify their patriotic feelings, as well as things that nearly affect their social position, and individual interests.

We have advices from Europe to the 23d of December. In the beginning of the month H. M. the Queen Dowager of England departed this life, after a protracted illness. As regards politics there is nothing particularly new. The French Assembly had appropiated a further sum of 500,000fs. to cover the bills already drawn by the intrusive government of Montevideo; and on the 27th the report of the Committee on the affairs of the River Plate was to be taken up. The Committee regarded the position of France as anything but dignified, and considering some of the provisions of the Lepredour convention as objectionable, advised the Government to abandon the question altogether or pursue a more effective line of policy. The partisans of the Montevideans, as usual, recommended an expedition, of 12,000 men, whilst others suggested the payment once for all to the nominal government of a *whole* year's subsidy in advance in order to enable it to make one final effort by itself. Lord Palmerston having been consulted as to the views of England on the subject, had distinctly declared that H. M's. government had concluded a convention with the Argentine Confederation, and would discountenance any attempt at expedition. Admiral Dubourdieu had been appointed to succeed Admiral Lepredour, and was expected to sail within a few days. It is said he comes clothed with diplomatic powers.

Official Acts and Documents.

Palermo de San Benito, January 31, 1850.

The Government, desirous of regulating in a convenient manner the liquidation of the claims arising out of certificates of long standing for supplies of cattle, as well for the facility in the gradual affecting of the payments and regularity in the respective accounts, as for the purpose of obtaining that the said claims shall be paid to the original creditors themselves, and not to any other persons who may have purchased them; decrees—

Art. I.—The original owners or certificates of long standing for supplies of cattle, who are in a situation to collect them personally, shall present them to the Finance department, separating those belonging to each year, with the corresponding memorial in respect to those same certificates of each year.

II.—Those who are not in a situation to do so shall transmit the certificates to Citizen Antonio Terrero, who is hereby appointed special commissioner, in order that, without recovering any fee from the parties interested, he shall take charge of said certificates, form and present the accounts to the Finance department in the manner ordained in the foregoing article, receive the amount, and hold the money at the disposal of its owners.

III.—The parties who have purchased from the latter certificates of this description, shall return them to the original owners, on delivery by the latter or the special commissioner of the amount received.

IV.—The differences or doubts that may arise in the respect between the owners and the purchasers, whatever may be the cause, shall be settled by the commissioner.

V.—The *expedientes* presented up to the publication of the present decree, for the recovery of an amount computed to exceed thirty thousand dollars, shall be restored to the parties interested who are in a situation to recover them personally, in order that separating them by years, according to the person of article I, they may return them thus to the Finance department.

VI.—The *expedientes* likewise estimated to exceed the amount of thirty thousand dollars, and whose owners are in the predicament of article II, shall be delivered to the commisioner by the Finance department, in conformity with the preceding article.

VII.—Let this be published, communicated to whom it concerns, and inserted in the *Official Register*.

ROSAS.
Manuel Insiarte.

A Decree of the 7th inst. acknowledges Hugh Bunge, Esq., as Consul for the Netherlands.

Another decree of the same date grants the *exequatur* to the commision of David Krutisch, Esq., as Consul for Hamburg.

[From Colburn's New Monthly Magazine and Humorist.]

WILD SPORTS OF THE FALKLANDS.

Sketched during a survey of those Islands.

By CAPTAIN MACKINNON, R.N.

Author of "Steam Warfare in the Parana."

PART II.

Concluded.

About one o'clock at noon, we reached the base of the mount, and sat down beside a streamlet winding along the bottom. After recovering a little from our fatigue, we commenced our ascent, and crossed once or twice a long line of those stones mentioned with much surprise by every traveller in the region. Some were so large that we could not have got on them without the help of a ladder. But what struck me most was, that when halfway up, we could hear, on listening intently, astream rapidly running, and by the deadened noise, evidently some feet below the surface. Half-an-hour's more toil brought us to the top of the mount; but here our progress was arrested by a perpendicular wall of rock running to the height of nearly three hundred feet. After a long search, we found a practicable breech, and leaving our guns and other heavy articles behind, we scrambled up as well as we could—an easy matter, both from the nature of the rock and the interstices of the theodolite stand, which we intended to erect so as to take a round of angles from the very summit. At length we gained the apex, but so sharp was it that we could not fix the stand, and were obliged, cross-legged, to drag ourselves over a short ridge to a better place. This was rather nervous work, for my left leg hung over the perpendicular wall as completely at right angles with the surface of the earth as if it had been built with a plumb-line.

Here we had room to fix the stand, preparatory to making the "observations." We had now a perfect bird's-eye view of nearly the whole of the southern part of the east island from the range of Wickham Heights. The prospect was grand on account of its extent, though I could not have imagined anything so apparently barren and comfortless: the grass seened everywhere brown and parched, and innumerable lakes of all forms and sizes gave, with their wan gleam, a melancholy effect to the view. I tried several times, without success, to count the cattle in sight; but, after repeated attempts, gave up the endeavour. The temperature was bitterly cold, although a dead calm; and large icicles were hanging in various fantastic shapes from all the overhanging points of rock.

Before leaving the vessel, we had made arrangements with Mr. Bodie (the master) that we should announce our arrival on the summit of the rock by lighting a fire, the smoke of which would direct him to let fall the topsail, and to fire a gun, exactly five minutes after (to a second). By this sound we expected to get the distance. Collecting what material we could for ignition, and having strolled ourselves in comfortable positions to watch with our Dollonds, the word was given to light the fire. In a moment a small column of smoke slowly ascended. (We afterwards heard that the effect, as seen from the vessel, was beautiful; the vapour being visible to the naked eye, and ascending like a tiny thread from the very peak of the mountain to a great height, until dissipated by the upper currents of air.) No sooner was this seen, than it was responded to by a dozen diminutive objects, descried through our glasses, climbing up the rigging like ants. At a moment after, a small speck of white became visible, which announced to us the fall of the topsail. As the second-head of Captain Sulivan's chronometer reached the five minutes, a thin puff of smoke appeared to spurt out of the vessel's side. All was now attention to catch the sound; but we were too far off.

During the time we remained up here, not a single noise disturbed the death-like silence, neither was the solitude invaded by any other living object than ourselves, excepting that a huge eagle alighted to plume himself on a pinnacle within twelve yards of the theodolite.

After descending with some trouble, we picked up our guns, &c., and commenced our return. The homeward journey was a painful one; as our two men, not being accustomed to such long walks, were knocked up, and the wild cattle, as though they knew we were escaped, were more wild and fiercer than in the morning. One beast chased us to the edge of a morass, in which we were glad to take refuge. Finding from the nature of the ground that he could not get at us, he worked himself up into a state of madness, which was not at all allayed by a couple of ounces of lead which we sent into his body. Not wishing to be benighted, we hastened on, and having found the calf we had killed in the morning, got safely on board at seven o'clock to a capital dinner, of which the only fault was a total absence of vegetables.

A succession of heavy south-west gales, with snow and sleet, prevailed, lasting five days, to the out-of-doors work. To such evenings we were much at a loss how to find amusement, as all the books in the ship had been read and re-read, dozens of times. I hardly know how we should have passed the *tedium vitæ*, had I not, before leaving England, luckily provided myself with several single sticks and bills from my esteemed friend Mr. H. Angelo, of whom I am proud to acknowledge myself a pupil; and whose skill in the art of offence and defence in the use of the broadsword is above that of any other professor I ever met with. Our people took great delight in this exercise; and, by imparting the knowledge I had acquired under Mr. Angelo, I so trained my men, that I flatter myself few of H. M. ships could have turned out a crew equal to the *Arrow*'s ship's company in expertness with that thoroughly English weapon, the broadsword.—[.]

We were now beset by a succession of heavy gales. I only landed once, and that was absent the vessel for an hour or two. With the assistance of the crew I managed to launch a little dingy over a small bank, and launch her again in a fresh-water lake, where I is very short time we frigged onwards of sixty teal, and double the number of various other birds not mentioned in the game-list.

On Sunday, the 10th of December, the gale had increased prodigiously. It was well for the little ship, which rode to three anchors, the holding-ground and our ground-tackle were so good, for, with all our precautions, and though nothing was left to hold wind but the bare lower masts and hull, we were in momentary fear of going adrift. We could hardly hear the church service performed, even on the lower deck, with the hatches down, so loud was the roaring of the gale.

About sunset, as usual, the wind gradually sank to a hoarse murmur, and at midnight we had fine weather once more, the air shining as brilliantly as if within the tropics. Such sudden alterations form one of the marked peculiarities of the Falklands.

The next morning, some time after the surveyors had departed, I was much surprised by observing a large column of smoke rising several miles to the southward. This, naturally enough, caused great excitement amongst us, as we knew our party had gone in an opposite direction. So strange an incident in an uninhabited island brought to my recollection Robinson Crusoe's discovery of the foot-print of a man on the desolate sea-shore. All manner of conjectures were hazarded, and truly some of them were wild enough. The next morning, as soon as I could spare them, I sent off four chosen fellows, well armed; but nothing could they discover save the remains of a fire, a few singed feathers, and a very old-fashioned rusty tobacco-pipe, which latter, imagining some shipwrecked mariners might be near, we fired a blue light as soon as it was dark, and then a sky-rocket, but without any result. Who could the adventurers have been?

Two days more were sufficient to finish the Choiseul Sound, and early on the following morning we sent both our boats sounding down towards the entrance. At two o'clock we followed them in the vessel. About twelve miles from the mouth of the sound we perceived a splendid little harbour on the northern shore, where we anchored for the night, intending to leave the next morning; but unsettled and tempestuous weather detained us several days, which, though a grievous infliction at the time, was pleasant in its results, as we had a most gallant satisfactory campaign in our Wild Sports in the part of the Falklands.

MARINE LIST.

PORT of BUENOS AYRES

February 8.—Wind S. W., in the afternoon changed to N.

Arrived, Brazilian brig Maria Rosa, 120 tons, F. C. Carvalho, from Parnagua 22d January, to José Marquez Sousa, with 444 tercies and 248 half tercies yerba, 40 dozens handspike handles, 13 dozen cedar planks.

February 9.—Wind N.N.E., rain.

Arrived, British brigantine Balkan, 192 tons, Charles T. Sloman, from Liverpool 27th November, to Barber & Orr.

Spanish polacre Pezinka, 162 tons, Agustin Austrich, from Barcelona 10th Dec., to Narciso Martinez & Sons, with 182 pipes, 20 half pipes and 40 quarter casks red wine, 3 pipes and 6 half pipes vinegar, 1 bale matting, 20 bundles mats, 10 pipes, 10 half pipes and 60 barrels brandy, 240 jars oil, 76 boxes red pepper, 25 bales cork, 40 bales wrapping paper, 12 boxes white do., 3 boxes books, 2 do. sheet, 1 do. playing cards, 1 box patent leather, 2 mill stones.

Sailed, American barque Rothschild, 261 tons, Silvester R. Small, for Boston, despatched by Daniel Gowland & Co., with 100 bales wool, 153 do. hide cuttings, 2,400 horns, 400 tanned hides.

British schooner Caroline, 159 tons, James Smith, for England, despatched by Phillips, Tomkinson & Co., with 350 salted ox and cow hides, 6000 dry do. do.

American barque Olof Wyk, 317 tons, L. N. Doane, for Boston, despatched by Daniel Gowland & Co., with 3944 salted ox and cow hides, 6400 dry do. do., 250 bales sheep skins, 71 bales and 125 serons wool, 98 serons hair, 15 baleshide cuttings, 9 do. sheep skin do., 1 do. nutria skins, 6900 horns.

British brigantine Navigator, 145 tons, John Le Feuvre, for Liverpool, despatched by Samuel Hosse, with 9753 salted horse hides, 1331 pipes and 138 boxes tallow, 111 bales wool, 20,000 bones.

British barque Arabella, 306 tons, Thomas Jackson, for Maranham, in ballast, despatched by Ambrosio P. Lezica.

February 10.—Wind S.S.W.

Arrived, Spanish barque Celestina, 254 tons, Juan Sensat, from Barcelona 28th November, Malaga 24th December, to Llavallol & Sons, with 285 pipes and 30 half pipes red wine, 200 quarter casks Malaga do., 9 dozen mats, 40 bales cottons, 5 boxes candlewick, 100 quarter casks vinegar, 125 barrels red pepper, 100 do. olives, 132 boxes prunes, 200 do. raisins, 185 do. figs, 175 barrels wine, 40 barrels gin, 2 boxes books, 2 do. cards, 3 do. guitar strings, 1 do. woollen caps, 1 do. lace, 5 do. silks, 50 do. soap, 200 doubloons.

French barque Guarani, 234 tons, Felix Larche, from Havre 11th December, to Ochoa & Co.

Passengers—30.

Sardinian polacre Teresa, 317 tons, Pedro Portuso, from Marseilles 17th December, to Zimmermann, Frazier & Co., with 283 pipes and 15 half pipes wine, 180 boxes oil, 50 do. pilchards, 20 do. lights, 40 do. orange water, 2 jars preserves, 1 box hats, 1 do. artificial flowers, 21 boxes mens & boys dry goods.

Passengers—40.

British brig Libra, 171 tons, James Moir, from Liverpool 6th December, to Bates, Stokes & Co.

Passengers—9.

British brig Elizabeth Rose, 231 tons, Alexander Sheman, from Liverpool 20th December, to Edward Lamb & Co.

British brigantine Louisa, 198 tons, Pallot, from Liverpool 30th November, to Parlane, Macalster & Co., with 94 casks and 22 boxes hardware, 37 kegs nails, 500 iron pots, 735 bars and 80 bundles iron 3 barrels linseed oil, 34 tons coal, 3 boxes smoking pipes, 12 do. ink, 46 tins barley, 82 crates earthenware, 25 chain cables, 55 anchors, 64 boxes and 23 bales cottons, 7 bales carpetting, 10 do. cloth, 9 boxes silk handkerchiefs, 8 bales, 8 boxes and 58 packages merchandize.

British brigantine Light of the Harem, 175 tons, Josiah Stephenson, from Liverpool, 9th December, to Phillips, Tomkinson & Co.

Hamburg ship Heinrich, 250 tons, from Havre 2d December, to order.

Passengers—15.

Norwegian barque Tomberg, 418 tons, Nielsen, from New York 12th October, to Casares & Sons.

Sailed, Holstein brig Mannon, 455 tons, J. J. Tennis, for Valparaiso, despatched by Hartenels & Co., with 11,295 pine boards, 100 kegs nails, 3 boxes merchandize, 1 bale ostrich feathers.

Brazilian brigantine Pelicano, 138 tons, Antonio Cardoso da Silva, for Rio Grande, despatched by Juan Veronimo Martinez, with 600 fanegas salt, 14 boxes and 6 bales merchandize.

British barque Victoria, 244 tons, Williamson, for the West Indies, despatched by Corti, Francischelli & Co., in ballast.

French brig Anna Mariale, 125 tons, Gachet, for Havre, despatched by Manuel Lopez, with 1350 salted ox and cow hides, 2500 dry do. do.

British brig Rosalie, 228 tons, John Williams, for the Salado, to take in a cargo of produce for England.

Spanish barque Pepe el Alicantino, 234 tons, Pelegrin Puyol, for Havana, despatched by Felipe Sevilliosa, with 4,100 quintals jerked beef.

Spanish brig Triunfo, 242 tons, José Mataró, for Havana, despatched by Llavallol & Sons, with 2430 quintals jerked beef.

American ship B. Aymar, 435 tons, Amos Nichols, for Boston, despatched by Zimmermann, Frazier & Co., with 1000 salted ox and cow hides, 11,428 dry do. do., 487 bales and 183 serons wool.

February 11.—Wind N.

Arrived, British brig United, 203 tons, J. P. Renouf, from Hamburg 22d November, to Egg, Krutisch & Co.

French barque Paris, 318 tons, Desarnaux, from Pasages (Spain) 24th December, to Passegers—40.

Argentine barque General Rosas, 320 tons, John Menke, from Lobau 6th, Oresund 24th November, Falmouth 20th December, to Vicente Casares and Sons.

Spanish brig Josefina, 164 tons, Domingo Vidal, from Malaga 30th October, Rio Janeiro 27th January, to Felix Buxareo, with 1,150 bags rice, 534 rolls tobacco, 129 barrels starch, 41 barrels and 2 boxes preserves, 1 bell, 14 serons hides, 4 boxes merchandize, 1 do. dressed leather, 60 serons lavender.

Brazilian steamer Continentista, 137 tons, Faustino da Silva Coutto, from Buceo 6th inst., to Ramon de las Carreras.

Passengers—13.

British brig Kestrel, 190 tons, George Wallace, from Liverpool 18th December, to James C. Thompson & Co.

February 12.—Wind N., fresh, at 5 p.m. changed to E.

Arrived, Hamburg galliot Friedrich Franz, 131 tons, Adam, from Porto Alegre 29th January, Rio Grande 4th inst., to Charles R. Horne, with 2874 dozen pine boards, 1 box cigars, 1 do. tools, 2 do. marble slabs.

Passengers—4.

Spanish polacre Deseada, 180 tons, José Esquer, from Barcelona 1st December, to Llavallol and Sons, with 100 pipes, 31 half pipes and 34 quarter casks red wine, 20 boxes cod fish, 22 bags hazel nuts 15 do. beans, 16 barrels anise seed, 8 do. canary seed, 7 bales white paper, 20 do. wrapping do., 1 box chocolate, 2 do. silks, 60 dozen brooms, 1 box saffron, 1 do. lace, 3 bales & 9 boxes merchandize, 3134 doubloons.

Bremen barque Fama, 440 tons, Paycken, from Bordeaux 13th December, to Llavallol & Sons.

Passengers—250.

British brig Maid of the Mill, 181 tons, Wilson, from Glasgow 14th November, to order.

French brig Emilia Felix, 164 tons, Berho, from Pasages (Spain) 11th December, to Apestegui.

Passengers—163.

Bremen brig George Delius, 240 tons, J. G. Hindrichsen, from St. Ubes 21st December, to Bechor, Preuss & Co., with 340 moyos salt.

American brigantine Cohansey, 193 tons, J. G. Upham, from Bonaviste 28th December, to Zimmermann, Frazier & Co., with 94 moyos salt.

British brig Catherine Evans, 232 tons, George Dow, from London 12th December, to George Dowse.

Sardinian polacre Cinisca, 237 tons, Francisco Sartorio, from Genoa 13th, Carthagena 24 h November, Gibraltar 15th December, to José Avegno.

Passengers—32.

Spanish barque Pelegrina, 201 tons, Pablo Julis, from Barcelona 18th November, Malaga 16th December, to Diego Calvo & Sons, with 256 pipes, 32 half do. and 12 quarter casks red wine, 60 quarter casks Malaga wine, 30 do. sweet do., 300 jars anise seed brandy, 40 barrels vinegar, 22 bales wrapping paper, 68 boxes raisins, 30 bags beans, 38 doubloons.

French barque Henri & Louise, 195 tons, Paul Gautier, from Cette 24th December, to B. Herrad.

Danish brig Dolphin, 180 tons, H. P. Tuh', from Memel 9th December, to Treussein & Co.

British brig Venilia, 283 tons, William Martin, from London 12th December, to Bayley Brothers.

Spanish brig Barceló, 239 tons, José Fontrodona, from Bona Vista 10th January, to Felipe Senillosa, with 95 moyos salt.

Sailed, Oriental schooner Col Campeador, 122 tons, Ramon G. Fanseco, for Buceo, despatched by Ocampo & Riso, with 159 boxes and 23 bales merchandize, 22 crates earthenware, 50 drums cod fish, 20 tercios, and 27 half do. and sobornales yerba, 8 bags pea nuts, 25 rolls tabacco, 2 serons tallow.

February 13.—Wind N. E., at 4 p.m. changed to E.

Arrived, American brig Niagara, 199 tons, L. Harding, from Wilmington (U. S.) 28th November, to O. J. Hayes & Co.

French barque Orthezier, 192 tons, Papallan, from Bordeaux 21st December, to Manuel Lopez Passengers—108.

French barque José, 192 tons, Schmidt, from Bordeaux 20th December, to Bias Despouy.

Passengers—2.

American barque John Murray, 295 tons, William Lull, from Cadiz 25th December, to E. Ochoa & Co., with 148 lasts salt.

British brig Carribean, 245 tons, Cockton, from Cadiz 16th December, to R. & J. Carlisle & Co., with 167 lasts salt.

Prussian barque Richard Cowle, 350 tons, Benjamin Kalf, from St. Ubes 11th December, to Casares & Sons, with 521 moyos salt.

Spanish barque Union Compostelana, 191 tons, Pedro Garcia Bran, from Villa Garcia (Spain), 20th December, to Llavallol & Sons, with 10 pipes brandy.

Passengers—73.

Norwegian brig Washington, 220 tons, Felloch, from St. Catherine's 3d inst., to order, with 126 dozens cedar planks, 20 dozens boards, 122 alqueires farifa, 127 bags rice, 167 barrels gum, 350 joists, 12 axletrees, 750 estacas, 900 shingles.

Passenger—1.

Sailed, Sardinian lugger of war Fame, Lieut. Sivory, for Montevideo.

February 14.—Wind S. E., at 1 p.m. changed to E.

Arrived, Hamburg ship Ocean, 350 tons, Folkes, from Valparaiso 31st December, to Llavallol & Sons, with 204 boxes and 15 packages merchandize, 900 bags wall nuts, 2 do. guano, 1 bale coffee, 300 do. cocoa, 500 do. coco nuts, 228 do. pepper, 200 do. beans, 88 do. cummin seed, 4 packages straw hats, 1,787½ bags flour 2184 doubloons.

British brig Wilton Wood, 245 tons, Matthew Russell, from Pernambuco 31, Benamaris 26th November, to John Best & Brothers.

Passengers—9.

Sardinian schooner Nueva Carmen, 121 tons Domingo Maccio, from Montevideo 13th inst.

Passengers—4.

British barque Minstrel, 280 tons, Richard Kelly, from Cadiz 15th December, to Hughes Brothers, with 169 lasts salt.

Neapolitan brig Italia, 361 tons, Ambrosio Corbellano, from St. Ubes 18th November, to order.

Sailed Sardinian barque Margarits, 159 tons, Ambrocio Vacaro, for Genoa, despatched by José Avegno, with 4,139 dry ox and cow hides, 1,803 salted do. do., 1,216 salted ox and cow do., 8,000 horns, 9 bales and 35 serons hair, 60 boxes tallow.

Sardinian polacre Industria, 267 tons, Pedro Antonio Parro, for Genoa despatched by Jacinto Capella, with 2,000 salted horse hides, 1,000 do. ox and cow do. 2,592 dry do. do., 50 boxes tallow, 18 bales hair, 22 do. wool, 11 do. sheep skins.

Brazilian brig Marino II., 280 tons, Antonio Joaquin Fernandez, for B. hia and Pernambuco, despatched by Antonio Romguera, with 3,043 quintals jerked beef, 122 arrobas raw tallow, 100 lining hides.

February 15.—Wind N. E., in the afternoon changed to E. S. E.

Arrived, Brazilian brigantine of war Eolo, 3 guns, Lieut. Albin, from Montevideo 14th inst.

British barque Inca, 265 tons, William Brouse, from St. Ubes 8th December to Thomas Armstrong with 491 moyos salt.

Sardinian brig Vanila, 242 tons, Pedro Antonio Ferraro, from Genoa 27th November, Bahia 24th January, to Adolfo Maneilla & Co.

Passengers—43.

British brigantine Harriet L., 165 tons, Francis Esnouf, from Cadiz 9th December, Pernambuco 21st January, to De Lisle Brothers.

Brennan brig Phœnix, 220 tons, Dierckx, from Hamburg 22d December, to Eberhard & Co. Passengers—4.

Sailed, British barque Martha Shallcross, 313 tons, John Cooker, for Liverpool, despatched by Bowmell's & Co., with 2,900 salted ox and cow hides, 2,000 salted horse do. 237 pipes and 850 boxes tallow, 7 tiger skins, 41 bales and 60 serons hair, 14,000 horns, 121,500 bones.

Passengers, Mr. George Lord and family.

British brig Eliza Robson, 286 tons, Henry Taylor, for Cape de Verds, in ballast, despatched by William Henry Henzell.

Spanish polacre Pezinca, 162 tons, Augustin Austrich, with the same cargo which she brought on the 9th inst.

The Sardinian brig Rinocerotte, 129 tons, Luis Pico, master, which sailed hence on the 29th December for the Salado, cleared at the Custom House on the 5th inst., for Brazil, despatched by Adolfo Mancilla & Co., with 2,800 quintals jerked beef, 80 dry ox and cow hides, 500 bundles straw.

The following are the manif sts of the undermentioned vessels arrived last week—

"Plata"—4 bales canvas, 13 do. woollens, 90 boxes and 44 bales cottons, 13 boxes merchandize, 40 do. and 4 bales dry goods, 1 box ink, 304 flag stones, 301 kegs nails, 4 boxes books, 12 cases glass, 6 hogsheads spirits, 200 bundles spades, 200 stoves, 1,038 bars and 300 bundles do. iron, 340 do. hoop do., 300 do. sheet do., 3 barrels, 13 boxes and 173 casks hardware.

"John H. Milley"—104 barrels rice, 50 boxes spermaceti candles, 25 do. stearine do., 6 bundles canvas, 10 bags pepper, 105,000 feet pine lumber, 150 doubloons.

"Gefion"—315 barrels, 50 kegs, 336 boxes and 1 bundle merchandize, 435 pieces mahogany, 2,320 pine boards.

"Edward Coppisch"—186 barrels rice, 100 drums cod fish, 261 rolls cordage, 200 kegs nails, 50 boxes sperm candles, 100 bales oakum, 12 boxes stoves, 31,000 feet lumber, 2 boxes axes, 2 do. clocks, 15 packages dates, 100,000 shingles, 335 rolls twine, 1,100 doubloons.

Vessels spoken.

On the 25th January, in lat. 56° S., long. 63° 55' W. of Greenwich, American schooner General Cobb, of Waterbury, and American barque Vanter, of New York, by the Hamburg ship Ocean, arrived here on the 14th inst., from Valparaiso.

The British barque Arabella, 306 tons, Thomas Jackson, master, which sailed hence on the 9th inst., in ballast, bound for Maranham, struck on the rocks off Colonia on the 10th inst., and bilged. Several lighters were sent off from Colonia to her assistance, one of which arrived here on the 15th with some spars, chains, sails, &c., the vessel being a complete wreck.

☞ The total number of passengers arrived in this port from foreign parts during the present week is 1167.

The British barque Mary Ridgway, of 309 tons burthen, Alexander Mackenzie, master, from Cadiz 24th Dec., bound for this port, with a cargo of salt, consigned to Messrs. De Lisle, Brothers, ran ashore at 10 p. m. on the 24th inst., between the Punta and Lara. On her being descried from the shore on the morning of the 25th, the port authorities immediately despatched lighters to her assistance some of which returned last evening bringing a part of the vessel's rigging, spars and sails, the remainder of which it is expected will yet be saved, the hull and cargo being considered a total loss.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 14th inst.

National	6
British	52
American	21
Danish	5
French	34
Hamburg	13
Spanish	26
Brazilian	6
Sardinian	10
Hanoverian	1
Swedish	2
Lubeck	1
Oldenburg	1
Prussian	9
Bremen	12
Roman	1
Norwegian	2
Russian	2
Belgian	2
Dutch	1
Chilian	1
Neapolitan	1
	219

DIED.

On Sunday evening the 10th inst., Mr. Henry Hughes, native of London, aged 26. The large assemblage of persons, both native and foreign, who accompanied the remains to the place of interment in the British Cemetery on the afternoon of the 11th, fully testified to the esteem in which he was held and the deep sympathy felt for his untimely death.

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	NATIONAL.			
Sept. 28	Brig Dos Amigos, Cambaceres	137	José Coelho Meyrelles	New-York.
" 30	Brig Guillermo, Christian F. Wiegmeyer	217	Doetjen & Hughes	Antwerp.
October 4	Polacre Bella Union, Nicolas Buonsogo	121	Manuel Alvarez Ramos	
" 22	Brigantine Rosa, Vicente Grana	200	J. N. Bieber & co	Brazil.
Novem. 3	Brigantine Martina, Frederick William Waller	230	Casares and Sons	
" 3	Brig General Rosas, Juan Meeks			
	BRITISH			
Sept. 27	Schooner Bosphorus, J. Gibson	216	K. and J. Carlisle & Co	Liverpool.
" 30	Brigantine Minalto, Charles Newman	194	George Dowse	Liverpool.
Oct-ber 2	Brigantine Doura, William Reid	198	Thomas Duguid & Co	London.
" 2	Brigantine Christiana Hesketh, Thomas Bernich	198	Thomas Duguid & Co	London.
Novem. 2	Barque John Tomkinson, Williams	294	James Carthy	Liverpool.
" 2	Barque Mercurius, William Sherwill	244	Bates, Stokes and Co	Liverpool.
" 27	Brig Creole, James Phillip Avery	207	John Best & Brothers	Liverpool.
" 29	Brig Isabella, James Lenfestey	200	De Lisle Brothers and Co	London.
Decem. 3	Brigantine Agnes, W. W. Nicholls	183	J. C. Thompson & Co	England
" 4	Brig Cressweell, William Algar	203	George Dowse	England
" 4	Brig Pamper, William Ward	231	James C. Thompson & Co	
" 14	Brig Xarifa, F. Le Rossignol	205	Edward Lumb and Co	England.
" 14	Brigantine Myrtle, William Cale	191	De Lisle Brothers and Co	
" 15	Barque Othello, J. Smith	291	De Lisle, Brothers & Co	England.
" 15	Barque Curmorgan, Peter Jarvis	294	Hughes Brothers	Do.
" 22	Barque Briton, William Mitchell	280	John Best and Brothers	
January 1	Barque Commodore, Thomas Aspley	238	Nicholson, Green & Co	Liverpool
" 1	Brig Alfred, Alfred Merris	218	Nicholson, Green & Co	England
" 1	Brig Margaret, John Suat	195	Boyley Brothers	
" 1	Brig Queen of the Tyne, Alexander Clark	193	De Lisle Brothers & Co	Do.
" 3	Brig James Ray John Couche	193	W. H. Honzell	
" 4	Barque Bee Caress, Robert McCartney	261	Natali & Co	England.
" 5	Barque Isabella, Samuel Herbert	231	James Carthy	
" 5	Brigantine Spy, George Blomfield	170	John Gath Smith and Co	Do.
" 7	Brig George & Richard, Nicholls	198	Charles R. Horne	
" 7	Brig Argestes, Jenkins	171	John Best and Brothers	
" 8	Brig Water Witch, William Smith	170	Vandenbroek, Placido Lassize	England
" 8	Brig Peru, James Carry	195	John Best & Brothers	
" 8	Barque Good Luck, T. De Groucy	231	De Lisle, Brothers & Co	Do.
" 12	Brig Wilson, John Stoup	216	Philips, Tomkinson and Co	
" 16	Barque Argentina, Ralph Morton	240	Fortune, Macnair & Co	England
" 16	Schooner Elizabeth, L. Thomas	145	Briscoe, Steward and Co	Buceo and England
" 19	Brig Brutus, Robinson	205	Natali & Co	
" 20	Schooner Zante Packet, Patrick Senan	172	Samuel Hesse	
" 22	Barque Alexander Robertson, M Lachlan	239	Nicholson, Green and Co	London
" 25	Brig Jessie, Thomas Morel	194	De Lisle, Brothers & Co	
" 28	Brig William Tucker, John W. Good	164	James C. Thompson	
Feb. 3	Brig G. F. H. J., Llewellyn	228	To order	England.
" 8	Brig Plata, Richard Red Pringle	218	Briscoe, & Co	
" 9	Brigantine Balkan, Charles T. Sloman	192	Barber & Orr	
" 10	Brig Libra, James Moir	231	Bates, Stokes & Co	
" 10	Brig Elizabeth Rose, Alexander Shewan	230	Edward Lumb and Co	
" 10	Brigantine Lorna, John Pellet	198	Parlane, Marcellasi and Co	
" 10	Brigantine Light of the Harem, J. Stevenson	179	Phillips, Tomkinson and Co	Do.
" 11	Brig United, J. F. Reseigh	209	Fortune, Macnair & Co	England
" 11	Brig Kestrel, George Wallace	150	Briscoe, Steward and Co	
" 12	Brig Maid of the Mill, Wilson	232	Phillips, Tomkinson and Co	
" 12	Brig Catherine Ievan, George Duff	233	George Dowse	
" 12	Brig Venilia, William Martin	230	Bayley Brothers	
" 13	Brig Carrebeen, Corkran	247	R. and J. Carlisle	
" 14	Brig Wilson Wood, Matthew Russell	245	John Best & Brothers	
" 14	Barque Montreal, Richard Kelly	260	Hughes, Brothers	
	AMERICAN.			
Decem. 7	Brig Xenophon, Frederic Wording	245	Zimmermann, Frazier & Co	
" 12	Ship Forrester, Parker	437	Zimmermann, Frazier & Co	New York.
" 18	Brigantine Venus, Orr	187	Zimmermann, Frazier & Co	
" 19	Barque Muskingum, Richard Crockett	244	Adolfo Mancilla and Co	
" 27	Barque Maid of Orleans, Charles Upton	238	Daniel Gowland & Co	Salem.
January 4	Barque Ondine, A. Dunbar	253	O. J. Hayes and Co	Boston.
" 5	Barque Undine, A. Dunbar		To order	
" 15	Barque Roman, Smith	296	Samuel B. Hale	
" 16	Brig Mary & Jane, William Benton	136	Zimmerman, Frazier & Co	
" 16	Barque Esther Francis, Alfred D. Eastcot	276	Zimmermann, Frazier & Co	
" 23	Brig Sophia, Charles Wyman	175	Adolfo Mancilla and Co	
" 23	Brigantine Prairie, E. Upton	169	Henry Ropes	
" 26	Barque Oliver J. Hayes, Fauchs Scott	413	O. J. Hayes and Co	
" 27	Brig Chocktaw, Samuel Pliter	243	Zimmermann, Frazier & Co	
" 27	Brig Chickesaw, J. Williams	177	Samuel B. Hale	
" 27	Brig Mexican, Dexter Bernhall	227	Zimmermann, Frazier & Co	
Feb. 2	Barque John B. Miller, H. W. Perkins	240	To order	
" 2	Barque Edward Koppoch, Edwin Upton	253	Daniel Gowland & Co	
" 3	Brigantine Cohasset, J. G. Upham	194	Zimmermann, Frazier & Co	
" 13	Brig Niagara, L. Harding	199	O. J. Hayes and Co	
" 13	Barque John Murray, William Lull	295	E. Ochoa & Co	
	FRENCH.			
Novem. 2	Brig Adrienne Marie, David	155	Augustus Dejean	
" 2	Brig L'Automne, José Maria Noel	193	Dunoyer & Co	Havre.
" 19	Brig Omega, Noel	233	Dunoyer & Co	Havre.
" 20	Barque Souvenir, Bisgot	252	Blais Despony	
" 25	Brig Rolifeli, Amet	247	De Lisle Brothers and Co	Do.
" 30	Barque Genie, Hervé	217	Zumaran & Iresurra	Antwerp.
" 30	Barque Caroline, Fabregue	240	Thomas Rousseau	Havre.
Decem. 4	Barque St. Jacques, Lemarcsquier	210	Zumaran & Tresserra	
" 4	Barque Casimir, Dumoulin	247	Antonio Dunoyer & Co	Barnaba & Genoa
" 6	Brig Nelie Mothilde, Parquet	190	Llavallol and Sons	Havre.
" 16	Barque Printemps, Touchet	194	B. riorand	Marseilles and Cette
" 17	Lugger ANTOINE, A. Lafont	212	Thomas Rousseau	
January 4	Ship Alexander, Sursain	268	To order	Havana
" 2	Ship Eugenie Eugenie, Serre	612	E. Ochoa and Co	
" 4	Ship Virginie Gabrielle, Berthiolot	253	E. Ochoa & Co	Bordeaux.
" 4	Barque Guiverel, Ducommer	267	Dunoyer & Co	
" 5	Brig Courageuse Eugenie, Terris	165	D. Herard	
" 5	Brig Marie Angelique, Letimbre	164	Llavallol and Sons	
" 9	Polacre Barque Marie, Fernando	177	M. Lopizna	Marseilles.
" 10	Barque Commerce de Bordeaux, Got	242	Jacob Parravicini	
" 11	Barque Sultan, Demare	227	Manuel Arrotea	
" 12	Barque Henri IV, Boutruche	253	Llavallol & Son	
" 13	Polacre Felicite, Vaillard	169	Esg. Krutsh and Co	
Feb. 1	Brig D'Assas, F. Giron	243	De Lisle, Brothers & Co	
" 10	Barque Guarani, Felix Larché	234	E. Ochoa and Co	
" 10	Polacre Fevers, Bartolo Russo	217	Zimmermann, Frazier & Co	
" 11	Barque Paris, Desurmont	243	To order	
" 13	Brig Emilie Felix, Berho	164	Apastegui	
" 13	Barque Henri et Louise, Paul Gautier	253	B. Hernandez	
" 13	Barque Orthezier, Papallon	194	Manuel Lopez	
" 13	Barque Jael, Schmidt	266	Blas Despony	
	SPANISH.			
October 12	Barque Elisa, José Andino	228	Antonio Romaguera	Havana.
Novem. 7	Brig Eolo, Joaquin Parea	198	Llavallol and Sons	Do.
" 19	Barque Iona, Juan Bernardo	235	Santa Maria, Llambi & Cambaceres	Spain.
" 29	Barque Constancia, Pedro José Sauvilla	260	Solturino Soroeta	Spain.
Decem. 1	Brig Martin, Francisco Fuguerda	198	Zumaran and Treserra	Cadiz and Malaga
" 8	Brig Esperanza, P. de Guardiola	180	Llavallol and Sons	
" 11	Brig Juanito, José Romaguera	251	Diego Calvo and Sons	
" 12	Brig Carlos, Fruchtnicht Agosti	242	Felipe Senillosa	Spain.
" 26	Brig Gallo de Oro, José Estape	198	Llavallol & Sons	Havana.
January 1	Ship Illusion, Antonio Pereira Percy	230	Felipe Senillosa	Havana
" 1	Brig Atalayador, Pedro Mariotti	253	Eva Busazo	Do.
" 4	Barque Maria de los Reyes, Miguel Font	228	Zumaran & Tresserra	
" 4	Brig Caciquita, Vicente Anstrich	166	Narciso Martinez & Sons	Spain.
" 5	Brig Copernico, Juan Costa	218	E. Ochoa and Co	Havana.
" 5	Polacre Flora, Gonzalo Romero	126	Llavallol and Sons	Havana.
" 5	Brig Florentino, Jacinto Marinaty	205	Llavallol & Sons	Spain.
" 8	Polacre Rosita, Onosio Ch rvas	150	E. Ochoa & Co	
" 12	Polacre Adelia, José Damonech	164	Santa Maria, Llambi & Cambaceres	
" 22	Polacre Juanita, Joaquin Sart	179	Llavallol and Sons	
" 25	Brig Segunda Marina, José Cunill	254	Felipe Senillosa	
Feb. 10	Barque Celestina, Juan Senast	224	Felipe Senillosa	Spain.
" 11	Brig Filomena, Domingo Vinal	164	Felix Burazeo	
" 12	Polacre Desonda, José Esquer	164	Felipe & Sons	
" 12	Barque Pelegrino, Pablo Julia	291	Diego Calvo and Sons	
" 12	Brig Barcelo, José Pomposo	164	Felipe Senillosa	
" 13	Barque Union Compostelana, Pedro G. Brau	178	Llavallol and Sons	
	SARDINIAN.			
Sept. 24	Brig Annibalde, Diego Zini	216	José Avegno	Genoa.
Novem. 4	Polacre Caballo Marino, Francisco Avegno	142	José Avegno	Genoa.
" 27	Polacre barcolo, Agustin Barbero	244	José Avegno	Genoa.
Decem. 3	Brig Giuseppe, Vasallo	216	José Avegno	Genoa.
" 27	Brig Espresso, Agustin Perrazo	244	Adolfo Mancilla and Co	
31	Barque Maria Luisa, John Tacorina		Jacinto Castellano	Genoa
January 1	Zumeon Santa Familia, Stefano Cassingena	34	José Avegno	
" 1	Polacre Brocale, Miguel Raggio	69	Vasio	
" 15	Brig Cesare, Simon Fishman	130	To order	
" 22	Polacre Catalina, Pedro Avegno	200	José Avegno	
" 22	Barque Speranza, Manuel Federico Scotto	280	Adolfo Mancilla and Co	
" 22	Brig La Citta di Milano, Juan B. Oregolo	189	Llavallol and Sons	
" 27	Brig Rio Davida, Sr. Elino Sallasco	230	Setanzen, Piaggio and Co	
" 28	Brig Hisira, Juan Bautista Astolfi	132	Jacinto Castellano	
Feb. 10	Polacre Teresa, Pedro Fortuno	217	Zimmermann, Frazier & Co	
" 12	Polacre Cianca, Francisco Sartaire	231	José Avegno	

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	HANOVERIAN.			
Novem. 23	Brigantine Oate, Agustus E. Steffen	130	J. N. Bieber & co	New-York.
	LUBECK.			
January 4	Barque Alma, H. Wulff	240	Freyer Brothers	
	HAMBURG.			
January 1	Brig Angantyr, A. N. Sandstrom	192	Wedekind & Co	Hamburg
Feb. 2	Schooner Gefion, N. P. Graff	150	Becher, Preuss and Co	
	HAMBURG.			
Novem. 10	Brig Wilhelmine, Claus C. Hansen	220	Bunge, Bornefeld & Co	
" "	Barque Dorothea, Petersen	316	G. J. Hayes and Co	New York.
Decem. 10	Barque Cesar Helene, Sisen	230	Bunge, Bornefeld and Co	New York.
" 10	Brig Carl, Nicolas Beithmann	230	Wedekind & Co	Hamburg.
January 8	Barque Amphitrite, J. J. Arends	284	Samuel B. Hale	
" "	Barque Uzzora, B. Schota	354	Bunge, Bornefeld & Co	
" "	11 Barque Otto, C. Bahr	300	Wedekind & Co	Rio Janeiro.
" "	12 Brig August & Julius, C. H. Fetterlein	164	Freyer Brothers	
" "	13 Brig Adolph, S. Bohn	198	Otte, Rosenthal and Co	
" "	30 Barque Merck, T. Valentin	325	H. E. Renner	
Feb. "	10 Ship Heinrich, Faye	350	To Order	
" "	12 Galliot Friederich Franz, Adam	131	Charles R. Horne	
" "	14 Ship Ocean, Fokken	350	Llavallol and Sons	
	NORWEGIAN.			
Novem. 27	Barque Orion, Julles	367	Vicente Casares & Sons	
" "	27 Barque Friehjof, Reutgen	250	Otte, Rosenthal & Co	Hamburg.
" "	28 Barque Celeritas, H. Stang	278	Zimmermann, Frazier & Co	
" "	29 Brig Najaden, Becker	140	Egg, Krutsch and Co	
Decem. 4	Barque Prinz Oscar Frederic, Thomas Loots	300	Samuel B. Hale	
January 13	Brig Freya, E.T. Lund	170	Freyer Brothers	Continent.
" "	30 Brig Dorothea, P. Brun	270	Becher, Preuss & Co	
Feb. "	10 Barque Tomberg, Nielsen	418	Vicente Casares and Sons	
" "	19 Brig Washington, Follisch	220	To order	
	RUSSIAN.			
Decem. 7	Galliot Anna, W. Kamen	130	Freyer Brothers	Hamburg.
January 5	Barque Serine, Tamsen	220	Jun n & José Garay	
	DANISH			
July 30	Brig Ida and Emma, E. Diedrichesen	155	F. Silva and Co	Valparaiso & California
January 4	Brig Louise, N. I. Elberg	133	Otte, Rosenthal & Co	
" "	27 Barque O. F. Draschar	175	Antonio Marquez Mendoza	
" "	27 Brig Fortuna, Jacobsen	309	Samuel B. Hale	
Feb. "	14 Brig Delphin, B. P. Tuhl	180	Treussein and Co	
	ROMAN.			
Novem. 3	Brigantine Mormien, Seraphin Mortco	122	L. Morich	
	CHILIAN.			
Dec. 27	Barque Nuevo Pacifico, H. P. Hinrichsen	191	Llavallol and Sons	Rio Janeiro.
	BREMEN.			
Novem. 17	Brig Regulus, H. Wencke	225	Bunge, Bornefeld & Co	Continent.
" "	17 Barque Cæsar, Martin Wenke	142	Zimmermann, Frazier & Co	
" "	23 Brig George Duckwitz, Schaffer	225	Otte, Rosenthal and Co	Antwerp.
Decem. 4	Barque Philadelphia, H. Gerdes	360	Becher, Preuss & Co	New York.
" "	13 Barque Bremen, John Jaburg	165	Corti Francischetti and Co	
" "	13 Barque Creole, Henry Wessels	177	Becher, Preuss & Co	
" "	13 Brig Don Quixote, J. G. Oest	195	G. J. Hayes and Co	
January 5	Barque Lessing, Hannrich Friedriche	256	Bunge, Bornefeld & Co	
" "	5 Galliot Packet, Warchkoistster	103	Zimmermann, Frazier & Co	
" "	8 Brig Courier, John Hans Hermann	172	Bernigen & Hughes	
Feb. "	12 Barque Fanny, Payskes	440	Llavallol and Sons	
" "	12 Brig George Delmas, J. G. Hindrichsen	240	Becher, Preuss and Co	
	OLDENBURG.			
October 11	Brig Beata, Engele	240	Becher, Preuss & Co	Continent
	DUTCH			
Decem. 15	Galliot Aninte, T. Bruc	137	Zimmermann, Frazier & Co	
	PRUSSIAN.			
Novem. 29	Brig Graf von Arnim, E. F. Kruse	305	Otte, Rosenthal & Co	Altona
January 1	Brig Graf von Bismarck, Frederick Kell	300	Freyer Brothers	
" "	5 Barque Prelpandel, Augustus Steffen	214	Vicente Casares & Sons	
" "	5 Brig Dela, G. Mahsbarg	300	Egg, Krutsch and Co	
" "	5 Barque Dinter, Charles Nassiban	239	Diego Calvo & Sons	Antwerp.
" "	29 Brig Heinrich von Gogern, C. Altemburg	175	Freyer Brothers	
" "	27 Barque Wallachia, Schultz	245	Lanus and Co	
" "	28 Barque Herzog von Reglelaw, Darin	250	Bunge, Bornefeld & Co	
Feb. "	13 Barque Rudolf Cowle, Benjamin Kniff	300	Vicente Casares and Sons	
	BRAZILIAN			
Decem. 29	Barque Entrepida, Manuel A. Castro	249	Adolfo Mancilla and Co	
January 1	Brig Sin Igusi, Joaquin Gonzales Lages	377	Antonio Romaguera	Do.
" "	12 Brig Cascudo, Joaquin Antonio Maia	223	Antonio Marquez Mendoza	Parnagua
" "	12 Brig Lusitanan, Thomas F. Lopes	300	José Gomes Maya	
Feb "	6 Brigantine Cabocla, José Mariano Vargas	196	Juan Geronimo Martinez	
" "	12 Brig Maria Rosa, F. C. Carvalho	217	Antonio Marquez Mendoza	
	BELGIAN.			
Decem. 8	Brigantine Rhein, F. Hyerdahl	151	I. N. Bieber & co	
Decem. 14	Brig Plantin, Knudsen	249	Zumaran & Tresserra	Cette.
	NEAPOLITAN			
Feb. 14	Brig Italia, Antonio Castellano	381	Corti, Francischetti & Co	

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	80
Sunday	75
Monday	76
Tuesday	74
Wednesday	74
Thursday	74
Friday	77

Advertisements.

For London.

British brig CRESSWELL, 303 tons, Captain W. Algar. This fine, A. 1. coppered and copper fastened brig having upwards of two thirds of her cargo on board, and is filling up fast.

Shippers of light freight, desirous of taking advantage of this favorable opportunity of the above named port are requested to make immediate application to the consignees George Dowse, Esq., or to

John Higginbotham,
Licensed Ship Broker,
Calle Reconquista, No. 30.

For Liverpool or London.

The well known remarkably fast sailing A. 1. Jersey

Xarifa,

207 tons register,
J. Le Rossignol, Commander.

Has engaged all her heavy freight and can only take a few tons of light goods.

Having superior accommodations for passengers she is in every respect a first class trader for conveyance.

For further particulars please apply to the Consignees Messrs. Edward Lumb & Co., or to

John Higginbotham,
Licensed Ship Broker,
Calle Reconquista No. 30.

January 12, 1850.

Passengers Only.

For England.

The very fine and remarkably fast-sailing A. 1. British brigantine

J & P E S,

185 tons register, W. W. Nicholls, commander,

Is now loading and is warranted to have good dispatch, her accommodations for passengers are very elegant, and early application is required.

Please apply to the consignees Messrs. J. C. Thompson, or to

John Higginbotham,
Licensed Ship Broker
No. 30, Calle Reconquista.

8th February, 1850.

For Havre de Grace.

The very superior A. 1. French brig

Roiletel,

247 tons, Ansel, commander.

Having a great part of her cargo engaged is expected to have immediate dispatch, she can still take a few tons of dry hides and tubes. Her accommodations for passengers are very superior.

Please apply to the consignees Messrs. De Lisle Brothers & Co., or to

John Higginbotham,
Licensed Ship Broker,
No. 30 Calle Reconquista.

Jan 25, 1850.

For *BOSTON*—The first-class American barque *OCEANUS*, of 342 tons, Capt. J. Green, has yet room for dry hides and hides—Consignees Messrs. O. J. Hayes & Co.

For *LONDON*—The first-class, coppered and copper-fastened British barque *ALEXANDER ROBERTSON*, 199 tons, Capt. M'Lachlan, can obtain on freight salted hides and tallow—Consignees Messrs. Nicholson, Green & Co.

For *NEW YORK*—The first-class American ship *FORRESTER*, of 427 tons, Capt. Parker, can take freight and passengers—Consignees Moss Bagge, Bornefeld & Co.

For *SAN FRANCISCO* (touching at *VALPARAISO*) the 24th February, the Hamburg barque *CÆSAR & HELENE*, can yet take a small quantity of cargo and passengers—Consignees Mr. Manuel Arrotea, Esq.

For *ANTWERP*—The A 1. Bremen brig *COURRIER*, sister to the National flag, 160 tons, Capt. Havighorst, can take some cargo and passengers—Consignees Messrs. Visser, Dreitzen & Hughes.

For *FALMOUTH* and the *CONTINENT*—The first-class National brig *BETA*, of 300 tons. Passengers sent on.

For *HAMBURG*—The first-class Russian galliot *ANNA*, 130 tons, Capt. Hansen, can take a small quantity of freight—Consignees Messrs. Freyer Brothers.

For *HAMBURG*—The A. 1. Hanoverian brig *OSTE*, 130 tons, Capt. Steffens—Passengers only—Consignees Messrs. J. N. Bieber & Co.

For *CADIZ, MALAGA & BARCELONA*—The first-class Spanish brig *MARTIN*, 193 tons, Capt. Fisquer—can take cargo and passengers—Consignees Messrs. Zamaran & Tresserra.

For *MARSEILLES & GENOA*—The first-class Italian polacre *INDUSTRIA*, 170 tons, Capt. A. Furro, can receive a small quantity of cargo on freight—Consignee J. Caprile, Esq.

For *GENOA*—Passengers only—Sardinian brig *EXPRESSO*, will sail on Feb. 20—Consignees Messrs. A. Mancilla & Co.

For *ANY PORT OF BRAZIL*—The first-class Brazilian barque *ENTRE RIANA*, can admit cargo—Consignees Messrs. A. Mancilla & Co.

Apply to

Richard Sutton, Jun.,
Ship Broker,
No. 14 Calle La Reconquista.

For Sale—Freight or Charter.

The American brigantine Columbus, Captain Martin, 193 tons register, well found and fast sailer, needing little or no expense to fit her for any voyage.

For terms apply to

Zimmermann, Frazier & Co.
No. 69 Calle la Defensa.

Feb. 15.

For Liverpool,

The A. 1. regular trader British barque

ISABELLA,

220 tons register, Samuel Herbert, commander.

Having all her heavy freight engaged can only take a few tons of dry hides and tubes. Her accommodations for passengers are very superior.

Please apply to the consignees Messrs. Nicholson, Green & Co., or to

John Higginbotham,
Licensed Ship Broker.

February 8, 1850. 30, Calle Reconquista.

For Havre de Grace,

The very fine fast-sailing A. 1. French brig

"AUTOMYE,"

193 tons, register, J. M. Nesi, Commander. Is warranted to have quick despatch, having the greatest part of her cargo engaged, her accommodations for passengers are very superior.

For further particulars please apply to the consignees Messrs. A. Duneyer & Co., or to

John Higginbothom
Licensed Ship Broker,
Calle San Martin No. 20

November 22nd, 1849.

For London.

The fine and very superior British brig

"Panope,"

230 tons register.

William Ward, Commander.

Has engaged a large portion of her cargo, and warranted to have quick despatch, is A.1. at Lloyd's for 12 years and well known as one of the most desirable conveyances in the Port.

Please apply to the consignees Messrs. J. C. Thompson & Co., or to

John Higinbothom
Licensed Ship Broker
No. 30 calle Reconquista

February 8, 1850.

For Havre de Grace,

The superior fast sailing A. 1. French brig

"Nelle-Mathilde,"

192 tons, Captain Farquet.

Having a great portion of her cargo engaged and shipping will have quick despatch, she has still disengaged room for dry hides and bales.

The accommodations of this vessel for passengers are very superior.

Please apply to the consignees Messrs. Llavallol & Sons, or to

John Higginbothom,
Licensed Ship Broker,
calle Reconquista No. 30.

December 28th, 1849.

Passengers only.

FOR LONDON,

The remarkably fine A. 1. British built brig

"Christina Pirie Jr."

159 tons register, Thomas Berwick, Commander,

Having the remainder of her cargo in course of shipment is warranted to have immediate despatch, this vessel has very fine accommodation for two passengers who will be taken at a moderate price.

For terms of passage please apply to the consignees Messrs. Thomas Duguid & Co., or to

John Higginbothom,
Licensed Ship Broker,
Calle Reconquista, No. 30.

February 8th, 1850.

Wanted,

A small decent House consisting of 3 to 5 Rooms, within four or five squares from the Plaza de la Victoria, if near the River preferred. Apply to Calle de Mayo No. 59.

Buenos Ayres Jan. 26, 1850.

For London.

The very fast-sailing, coppered and copper-fastened, first-class, British built barque

John Tomkinson,

294 tons per register,

Capt. John Williams,

Has a considerable part of her cargo engaged, and will meet with quick despatch.

For freight or passage, her accommodations being for excellent, apply to James Carthy, Esq., or to

Charles R. Horne,
Licensed ship Broker,
No. 55 Calle la Reconquista.

FOR LIVERPOOL.

The very superior, new, British built, A. 1. brig

ALFRED,

214 tons register, Capt. A. Merrix,

Has all her cargo engaged, save a few bales or dry hides, which will be taken at current rates, with the certainty of quick despatch.

Her accommodations for Passengers are very superior.

For terms of freight or passage apply to the Consignees Messrs. Nicholson, Cress & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista

an. 19, 1850.

FOR MARSEILLES & CETTE,

The very fine A. 1. French barque

Printemps,

220 tons register,

Touchet, Commander,

Having two thirds of her cargo engaged will have quick despatch, she has still disengaged room for dry hides and a few Bales.

For further particulars please apply to the consignee Bartholomew Hernad, Esq., or to

John Higginbothom,
Licensed Ship Broker,
No. 30, calle Reconquista.

January 25th, 1850.

Notice.

The Commercial House of Messrs. John Galt Smith & Co., is removed from Calle Piedad No 106 to Calle Peru No. 58.

Academy & Boarding School

BY MISS PEABODY,

Parents who desire to provide for their daughters facilities for a thorough English education, without subjecting them to promiscuous study, are requested to examine the Industrial Season of this School, which has for its starting points the Analogy and Elements of the Languages studied; the same system is made to operate through all the sciences taught in the School. At the close of each scholastic year, every scholar will receive an official Diploma as evidence of their advancement in their prescribed studies.

Calls received on Tuesdays and Thursdays

Tuition in all cases paid monthly, in advance

Calle de Maypu No. 123.

To be Sold,

A piece of Land in the most eligible situation of any on the Barracas road, having a frontage to said road of 20 yards more or less, and depth of 251 yards, a portion of which is well planted with fruit trees; the said frontage is most desirable for a Pulperia, a private house or any other class of public business. For further particulars apply to Mr. A. Rivolta, Calle La Defensa, No. 112, at any hour of the day.

FOR MARSEILLES & CETTE,

The very fine A. 1. coppered and copper fastened French barque

"St. Jacques."

215 tons, Captain Lemarsaguier,

This vessel has a great portion of her cargo engaged and shipping and is warranted to have very quick despatch.

She has very superior accommodations for passengers.

Please apply to the consignees Messrs. Zumarun & Tressers, or to

John Higginbothom,
Licensed Ship Broker
calle Reconquista No. 30.

December 28th, 1849.

For Sale,

AT

W. WHITE'S, No. 89½ Calle la Merced,

(formerly Cangallo.)

A copy of the latest London edition of each of the following valuable works by Samuel Maunder, full bound, calf, viz:—

The Treasury of Knowledge comprising a new and enlarged Dictionary of the English language, an English grammar, a new Universal Gazetteer, with population and other tables, Classical Dictionary, &c. &c.; The Scientific and Literary Treasury, a new and popular Encyclopœdia of the Belles Lettres, The Biographical Treasury forming a new and complete Dictionary of Universal Biography from the earliest periods to the present time; The Treasury of Natural History, or a Dictionary of Animated Nature, with upwards of 500 wood cuts; Treasury of History, consisting of a series of separate histories of the principal states and kingdoms in the world, with an outline sketch of Universal History from the earliest age to the present time; also, Macaulay's History of England, 2 vols; Account of the United Provinces of Rio de la Plata; Letters from Buenos Ayres and Chile with a history of the latter Country, London 1819: Fisk's Greek Grammar; Jacob's Greek Reader; Hourdon's Elements of algebra; Leverett Trough Grammar; Life of the Rt. Hon. John Philpot Curran; Moore's Melodies; Modern History; Marryatt's Code of Signals &c.

Second-Hand books purchased or exchanged.

We the undersigned in behalf of the passengers in the new and fine American barque Oliver J. Hayes, from New York to Buenos Ayres, after a very pleasant passage, beg to return our warmest thanks to Captain Francis Scully, master of said barque, for his constant urbanity to all the Passengers, for the superior manner in which the table has been furnished, and for his excellent care and skill as an officer.

Barque O. J. Hayes.
January 26, 1850.

Francis Dominick.
Jabez Kellogg.
J. Rowland Howell.

Notice.

On Sale at No. 7 Calle Moreno, until the 13th inst:—

One eight day Chronometer.
One one-day do. (silver)
One Brass Sextant.
One Mahogany Box Mathematical Instruments.
One Brass Speaking Trumpet.
One Mahogany Box containing Charts by the British Admiralty, mounted in cloth.
Barton's Variation Charts.
Great Circle Sailing, simplified by Tables.
New Method of ascertaining the Longitude by the Sun's Rising and Setting, and a variety of Nautical and other Tables.
One double-barrel Fowling Piece, by Ryan and Watson.
One Pair of Pocket Pistols.
One Looking Glass.
One Plate in Frame (The Importance of Punctuality.)
Two Violins.

Wanted,

An intelligent Person, competent to fill the situation of correspondent in a Commercial House.

A note addressed H. R. left at the Office of the Gaceta Mercantil will meet with attention.

Notice.

The Members of the Reading Room connected with the Total Abstinence Society are informed that the periodicals lately ordered from England have arrived.

John Gosnell & Co.'s

REAL OLD BROWN WINDSOR SOAP,

Freed from all harsh or heating qualities, being prepared by the same process as their Millefleur and Yacht Scented Transparent Soap, and by being freed of the most innocent and emollient ingredients, will be found deserving the patronage of all who wish to encourage the general use of articles of real and essential excellence. It bestows a smoothness of surface, a softness of texture, and a delicacy of complexion almost unparalleled in the annals of personal improvement; may be used with the hardest water with comfort; and in regard to durability, will last three times as long as most soaps in common use, nor will change of climate in the least diminish its native virtues.

For Sale as No. 55, Piedad Street, at the London Price.

William Southron,

No. 47, Calle Balcarce.

William Southron begs respectfully to return thanks to his friends and the public who have so kindly supported him since the commencement in business as a Saddler and Harness Maker, and begs to inform them that he has received a new and splendid assortment of Leather and Gentlemen's Dressing Cases, and those who may favour him with a call at No. 47, Calle Ba carce, will be enabled to convince themselves.

No. 6 Calle de la Piedad.

Furnished Rooms and Board.

Gentlemen can be accommodated with furnished Rooms and Board, with every attention paid to their convenience and comfort, by applying at No. 6 Calle de la Piedad, half a square from the Alameda.

On Sale.

Superior Hocks, in cases of 2 and 3 dozen each.

Calle Reconquista, No. 64.

The undersigned beg to announce that Mr. George Henry Lorens has entered into their partnership since the 1st of January, and that he is empowered to sign on behalf of the firm.

Buenos Ayres, Feb. 1, 1850.

J. N. BIEBER & Co.

PASSENGERS ONLY

For Liverpool

DIRECT.

British Barque

Leopard.

300 Tons register,

George Shire, Commander.

A 1 at Lloyd's for 13 years.

Will sail from the Riachuelo about the 20th inst. and persons desirous of taking passage are requested to apply immediately.

This vessel is well known in the trade, as one of the finest and fastest opportunities and her accommodations being very superior, such a conveyance rarely offers.

For further particulars please apply to Messrs Edward Lumb & Co., or to

John Higinbothom,
Licensed Ship Broker,
No. 30 Calle Reconquista.

8th February, 1850.

The undersigned is able to offer some little advantages to the customers who may require any of the articles he has for sale at No. 59 Calle Piedad:—

Such as Leather Trunks and Carpet Bags, Whips, Cloth Table Covers and Damask coloured do. of various sizes, Quilts, assorted white and coloured do., Linen Towels and Linen Thread, Baling Canvas, Ready made Bags, Iron hoops, Matting, Rugs and Carpetting, Tea Setts, of the finest China coloured and gilt, double with single setts of stone China, writing Ink and Blacking of superior quality, Iron Chests, Tea, Hams, Ale and Porter, Table Wines and Vinegar, and superior Sherry and Port, Brandy, Gin and Champagne—all selling at reduced prices with numerous other articles.

THOMAS NUTTALL

NOTICE.

The British Consulate, has been removed to No. 58 Calle Mayo, opposite the Commercial Rooms.

Office open from 10 A. M. until 3. P. M.

Atlantisches Hotel, Calle Tucuman 26.

Unterzeichneter hat sich seine unter obigem Namen bestehendes Etablis-ement den Herren Schiffscapitainen und Reisenden ergebenst zu empfehlen. Dasselbe enthält schöne gemeinsame Zimmer und ausser einem hübschen Garten gewährt dasselbe eine schöne Aussicht auf den Fluss für gute Speisen sowie bestmöglich wird gastmeglichste Sorge getragen.

Ergebenst,

Thomas O. Bradley.

Buenos Ayres, 1 Febr. 1850.

For Sale,

At HENRY DOWSE'S Timber Yard, *No.* 184 *Calle Belgrano,* two squares from the Plaza Monserrate, at moderate prices, viz:

American Pitch and Tar.
" Fine Boards from ¼ to 1½ in.
" " Plank, ½ 2 to 4 in. very long
" " Joists, all thicknesses, from 11 to 30 feet long.
" " Tallow-Boxes, very superior.
" " Shingles sawed and spit.
" Birch Joists 3 by 3. 3 by 4. and 4 by 4.

A quantity of pickets or sheep railings.

Ash Plank.

Russian pine boards, 1 in.
" " Plank, 3 by 9, 3 by 11, from 7 to 23 feet long.
" " Battens 2½ by 7, to 3 by 8, from 6 to 20 feet long.
" " Joists 3 by 3 to 3 by five.

Palmas Correntinas.

Drawing Beams.

Iron hoop from 1 to 3 in., Roman cement, &c. &c.

Wanted a Gardener,

To take charge of a Quinta in the vicinity of this city, the land must have about 180 square yards; he must be well acquainted with the pruning of grape vines and the care of fruit trees. A married man without children or with only one child would be preferred. Good references as to character will be required.

Apply at 53, Calle San Martin.

Wants a situation as Gardener a young man lately arrived from North America, please apply at Mr. De Lisle's, Calle Chacabuco, No. 69.

Horse on Sale.

With bridle, saddle, and saddle cloth if required This horse has been 3 or 4 years in the city, is very tame, and otherwise recommendable.

Apply to Mr. Jeffey's stable, Calle Cuyo No 6.

For London.

The fine fast sailing A. 1. at Lloyd's coppered and copper fastened British brig

Cresswell,

William Algar, Commander,

is now ready to receive cargo for the above port.

Being of light draught of water she will be able to load the greater part of it in the inner roads where she is now lying.

For freights please apply to the consignee George Dowse, No. 19. Calle Reconquista, or to

John Higginbothom
No. 30 Calle Reconquista.

WANTED,

A Cook and a Steward. Apply between 3 and 4 o'clock, at No. 119 Calle Chacabuco.

Wanted,

A good Steward, who can be well recommended. Apply at Calle de Maipú, No. 45.

For Sale.

A beautiful full-grown Tame Tigress, with iron cage. Apply at No. 298 Calle Representantes.

Notice.

The undersigned respectfully informs his friends and the public in general that he has just received an excellent assortment of the following—American lumber of every description, Russian do.—Spruce scantling from 9 to 35 long 4 by 5—Birch plank and scantling—Ash, oak and algaroba—Mahogany planks, boards and veneers, &c. &c.—3000 pickets such as are used for garden fence or corral, and about 400 bundles of hoop iron, from 1½ to 4 inches wide, which he offers for Sale at his lumber yard and carpenter's establishment, Calle Mejico, No. 50 at the lowest prices. All orders in the carpenter's or cabinet makers business punctually attended to and executed on the shortest notice and most moderate terms. Always a quantity of ready made doors and windows on hand for either town or country.

N B. Dry Goods also received on deposit.

JOHN McKIERNAN.

REFERENCES—1 abundant, 2 scarce, 3 none, 4 falling, 5 rising, 6 flat, 7 in demand, 8 nominal, 9 last sale.

EXPORTS.

FEATHERS—Duty, 4 per cent.				
Ostrich, long black— lb—	6	a	7	6
" white ——do——	—	a	—	3
HAIR— Duty, 4 per cent.				
Horse, short ——arroba	35	a	36	9
" mixed ——do——	42	a	50	5
" long 18 to 24 inches do—	90	a	105	6
HIDE Cuttings—Duty, 4 per cent.				
Salted, quantal——	38	a	30	8
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, flesched, 27 to 30 lbs. average, per 25 lbs.	48	a	52	5
Matadero, country, 25 to 30 lbs. av.	45	a	48	5
For Spain, per 35 lbs——	44	a	45	5
" North America—per do——	42	a	43	5
Of all stake ——per do——	40	a	45	5
Salted ox, 60 lbs. av, per 60 lbs.	39	a	40	5
Do. " do. 50 lbs. av.	44	a	45	5
" cow 45 to 48 lbs. average do.	35	a	36	9
" " 30 lbs. and above do.	—	a	36	9
Horse, salted, country——	—	a	Sm.	8
" dry——do——	—	a	12	6
HORNS—Duty, 4 per cent.				
Ox——thousand	700	a	800	5
Cow——do	150	a	200	8
JERKED Beef—Duty, 4 p. ct. qq	—	a	—	
SKINS—Duty, calf 1 dol. each {				
slunk calf 4 dol. all others 4 p.ct. {				
Calf, 3 to 4 lbs. wt., per 35 lbs.	48	a	55	5
Chinchilla, per dozen				3
Goat——per do——	—	a	—	
Nutria——per lb——	—	a	6	8
Sheep, washed, fine and ordinary——dozen	35	a	37	7
Do. dirty——do——	34	a	38	7
TALLOW—Duty, raw 4 per ct., melted free.				
Mandeca, raw ——arroba	18	a	19	4
Do. melted, 1st class, do.	28	a	29	4
Do. do. 2nd class, do.	23	a	25	4
Grease and tallow——do.	22	a	23	4
TONGUES, salted, dozen	8	a	10	
WOOL—Duty free.				
Ordinary, washed ——arroba	30	a	38	7
Do. dirty——do——	14	a	16	7
Merizo, washed——do——	38	a	45	7
Do. dirty——do——	20	a	25	7
Fine, washed——do——	48	a	65	7
" dirty——do——	26	a	40	7
Cordova, washed——do——	22½	a	23	sell 6
Do. dirty——do——				

All articles of produce are scarce and in demand with the exception of dry horse hides and feathers.

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

BRANDY, Mendoza and San Juan——per barrel (silver)	—	a	10	
FRUIT.				
Apples, and pears dried ——arroba	—	a	25	
Figs——do——	—	a	20	
Peaches " with the stones do—	15	a	16	
Do. " without——do——	22	a	24	
Raisins, Mendoza——do——	20	a	24	
Walnuts——do——	32	a	34	
SOLE Leather.				
Correntines, each, {silver}	2	44	2	6
Paraguay——(do do)——	—	a	—	8
Tucuman, ox, each——do——	—	a	3	4
Do. calf——do——	—	a	4	2
TOBACCO—Duty, 12 per cent.				
Paraguay——arroba	38	a	40	9
YERBA—Paraguay, superior——	70	a	75	9

MONEY MARKET.

EXCHANGE, England, in currency, 3 7-32d. per do.
Do. do. in specie 6 8d. per do.
Do. France, do. do. 80 c. per ox.
" Montevideo, at par
" Rio Janeiro, do. do.
" United States 4 5 per cent. discount.

The highest rate of Exchange upon England during the week, 6 8d. per ounce.

The lowest, 6 8d. per do.

STOCK—Shares per cent...... par & 4 per cent. perm.
" Fourth per cent...... in proportion.

BULLION—Spanish doubloons..... 254 a 257
" Patriot doubloons..... 254 a 254
" Do. Dollars..... — a 16
" Spanish Ps & Patacones — a 16
" Plata Matapiuna..... 14 a 14

The highest price of Spanish doubloons during the week 258

The lowest 256

The highest price of Patriot doubloons during the week 254

The lowest 254

Permits for shipping specie, prem. per cent. nominally, no demand — a —

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	60s per 2240 lbs.	25s. p. 2240 lbs.	In box. 25s. / per 250 lbs. In pipes 42s. / lbs.	Wool 20s. Hair 25s.	nominal.
France.....	55 fs. per 900 k.	40 f. per 1000 k.	35 fs. p. 1000 k.	50 p. 42 cubic f.	
Continent.....	45 per 2240 lbs.	25 30s p. 2240 lbs	none.....	37s6d 42s. p. 40 f.	nominal.
Spain.....	824 per 2000 lbs.	none.....	none.....	none.....	
United States	88 410 p. 2000lbs.	$5 per 2000 lb.	none.....	$4 per 40 feet.	2 fls. p. 100 nominal
Rio Janeiro.....	none.....	none.....	none.....	none.....	6 to 7s. per 10 lb
Havana.....	none.....	none.....	none.....	none.....	

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor.